



Montgomery County Department of Transportation

MD 355 / Rockville Pike Crossing Project

May 11, 2010

Purpose of this Meeting

- Present the Purpose and Need Summary
- Review the project goals and objectives
- Present potential solutions and preliminary alternatives
- Review the next steps in the study
- Solicit feedback on the study



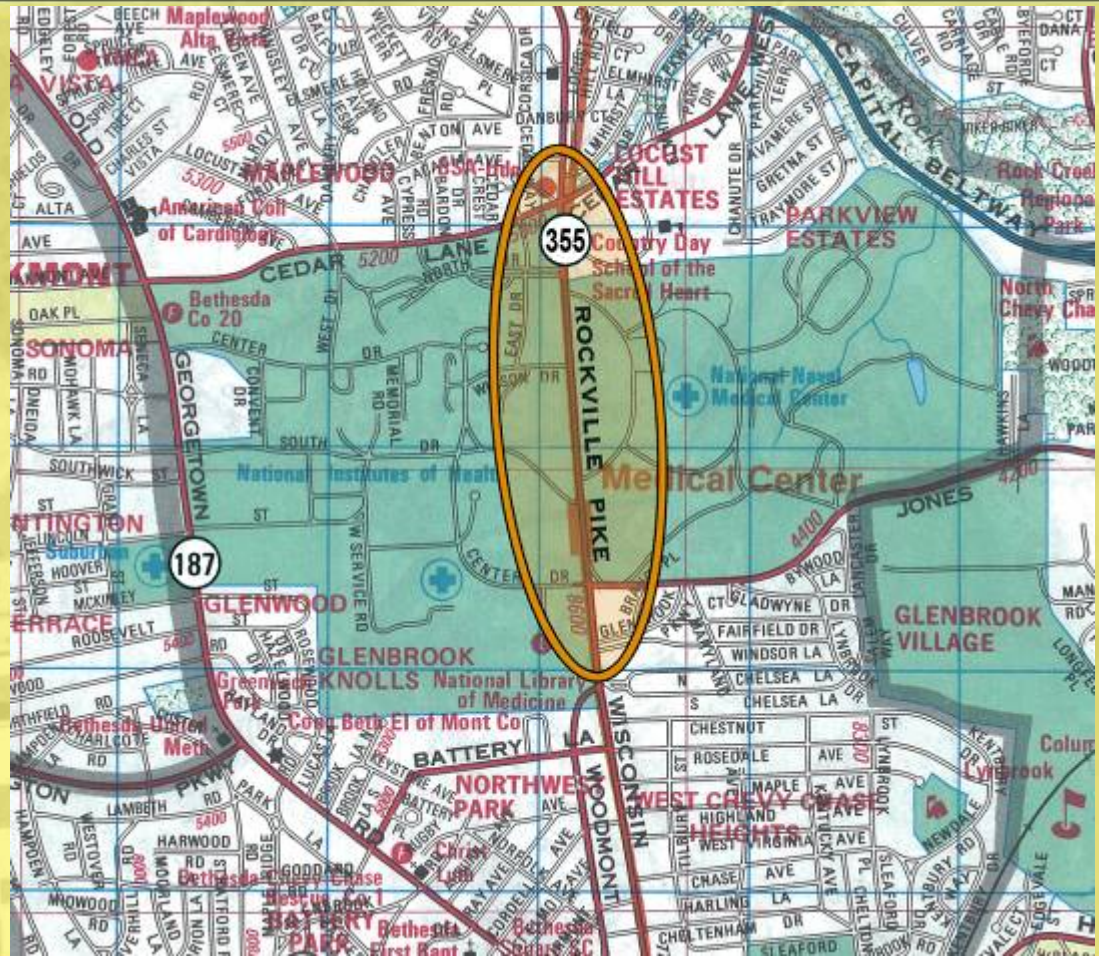
Introduction

- The NEPA Study started in December 2009
- NEPA is a federal process required before Federal funding can be used
- This study is funded by the Montgomery County Government
- Future design and construction phases would be dependent upon the results of the NEPA study and available Federal funding



Study Area

MD 355 (Rockville Pike)
between Jones Bridge
Road and Cedar Lane



MD 355 / Rockville Pike Crossing Project

Related Studies

- WMATA Medical Center Metrorail Station Access Improvement Study
- SHA Intersections Improvement Project
- Montgomery County Study of new and renovated pedestrian and bicycle paths



Stakeholder Team

- Montgomery County
- Federal Highway Administration
- National Naval Medical Center
- National Institutes of Health
- Defense Access Road
- Maryland Department of Transportation (MDOT)/Maryland State Highway Administration
- Maryland-National Capital Park & Planning Commission (M-NCPPC)
- National Capital Planning Commission (NCPC)
- Washington Metropolitan Area Transit Authority (WMATA)



Purpose and Need Summary

- Purpose of project
 - ☐ Enhance/improve access to mass transit facilities
 - ☐ Improve the mobility and safety of pedestrians and bicyclists crossing MD 355/Rockville Pike and improve traffic operations at the existing intersection of South Wood Road/South Drive/MD 355
- Based on comments received from the public and stakeholder agencies



Goals and Objectives

- Improve pedestrian mobility through improved crossing of MD 355
- Improve pedestrian safety by minimizing conflicts with vehicular traffic
- Promote alternative modes of transportation
- Improve traffic operations to and from NNMC and NIH/Medical Center Metrorail Station
- Improve efficiency of existing and future emergency and transit vehicles moving between campuses



Elements of Purpose and Need

- Conflicts between pedestrians and vehicles during green signal phase for South Wood Road/South Drive
- Southbound MD 355 to South Wood Road left turn queue length exceeds storage during AM peak
- Northbound MD 355 congestion impacts northbound right turns from South Wood Road during PM peak
- 2030 No Build conditions will be worse than today
- Insufficient curb radii for buses
- Queuing blocks bus bay exit on South Drive



Potential Solutions

- Transportation System Management (TSM)/Transportation Demand Management (TDM)
- Interchange at MD 355/South Wood Road/South Drive
- Grade Separated Pedestrian Crossing with At-Grade Intersection Improvements



Public Comment Needed

- Alternatives on display
- Comment cards – fill out tonight or mail/email by May 25
- Public and agency input will be incorporated
- Information available on BIC website @
<http://www.montgomerycountymd.gov/brctmpl.asp>



Next Steps

- ☐ Complete Purpose and Need Statement – Spring 2010
- ☐ Evaluate Alternatives Retained for Detailed Study – Summer 2010
- ☐ Conduct public workshop to review detailed study – Summer 2010
- ☐ Identify Preferred Alternative – Summer 2010
- ☐ Complete environmental documentation – Fall 2010



Thank You!



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